

**Amendments to the Claims:**

Please cancel claims 1-24 and add the following new claims 25-32:

1                   25. (new) A method of controlling a flow of fuel in a fuel injector  
2 comprising:  
3                   moving at least a portion of an armature in a cavity containing fluid;  
4                   changing an opening area of a fuel port through the movement of the  
5 armature, thereby affecting the flow of fuel;  
6                   forming a fluid passage for passing fluid between the armature and a  
7 wall defining the cavity as the armature moves towards the wall, the fluid passage  
8 formed by moving a dampener sleeve extending from the armature in a direction of  
9 armature motion, the dampener sleeve defining at least one notch;  
10                  contacting the wall with the dampener sleeve;  
11                  increasing fluid pressure as the fluid passage forms; and  
12                  dampening armature vibration through the increasing fluid pressure.

1                   26. (new) A method of controlling a flow of fuel in a fuel injector  
2 comprising:  
3                   moving at least a portion of an armature in a cavity containing fluid;  
4                   changing an opening area of a fuel port through the movement of the  
5 armature, thereby affecting the flow of fuel;  
6                   forming a fluid passage for passing fluid between the armature and a  
7 wall defining the cavity as the armature moves towards the wall, the fluid passage  
8 formed by capping a portion of a channel formed in the wall;  
9                   increasing fluid pressure as the fluid passage forms; and  
10                  dampening armature vibration through the increasing fluid pressure.

1                   27. (new) A method of controlling a flow of fuel in a fuel injector as  
2 in claim 26 wherein capping a portion of the channel comprises contacting the wall  
3 with a sleeve extending from the armature.

1                   28. (new) A method of controlling a flow of fuel in a fuel injector  
2 comprising:  
3                   moving at least a portion of an armature in a cavity containing fluid;  
4                   changing an opening area of a fuel port through the movement of the  
5 armature, thereby affecting the flow of fuel;  
6                   forming a fluid passage for passing fluid between the armature and a  
7 wall defining the cavity as the armature moves towards the wall, the fluid passage  
8 formed by narrowing a gap between the armature and a dampener shim extending  
9 from the wall;  
10                  increasing fluid pressure as the fluid passage forms; and  
11                  dampening armature vibration through the increasing fluid pressure.

1                   29. (new) A method of controlling a flow of fuel in a fuel injector as  
2 in claim 28 wherein the armature has a compression side facing the wall and wherein  
3 the dampener shim defines an opening facing the compression side, the opening  
4 smaller than the compression side.

1                   30. (new) A method of controlling a flow of fuel in a fuel injector as  
2 in claim 29 further comprising contacting a valve stop between the armature and the  
3 wall to prevent the gap from closing.

1                   31. (new) A method of controlling a flow of fuel in a fuel injector  
2 comprising:  
3                   moving at least a portion of an armature in a cavity containing fluid;  
4                   changing an opening area of a fuel port through the movement of the  
5 armature, thereby affecting the flow of fuel;  
6                   forming a fluid passage for passing fluid between the armature and a  
7 wall defining the cavity as the armature moves towards the wall, the fluid passage  
8 formed by narrowing a gap between a shoulder on the armature and a dampener  
9 sleeve fixed within the cavity;  
10                  increasing fluid pressure as the fluid passage forms; and

11                    dampening armature vibration through the increasing fluid pressure.

1                    32. (new) A method of controlling a flow of fuel in a fuel injector as  
2    in claim 31 further comprising contacting a valve stop to prevent the gap from  
3    closing.